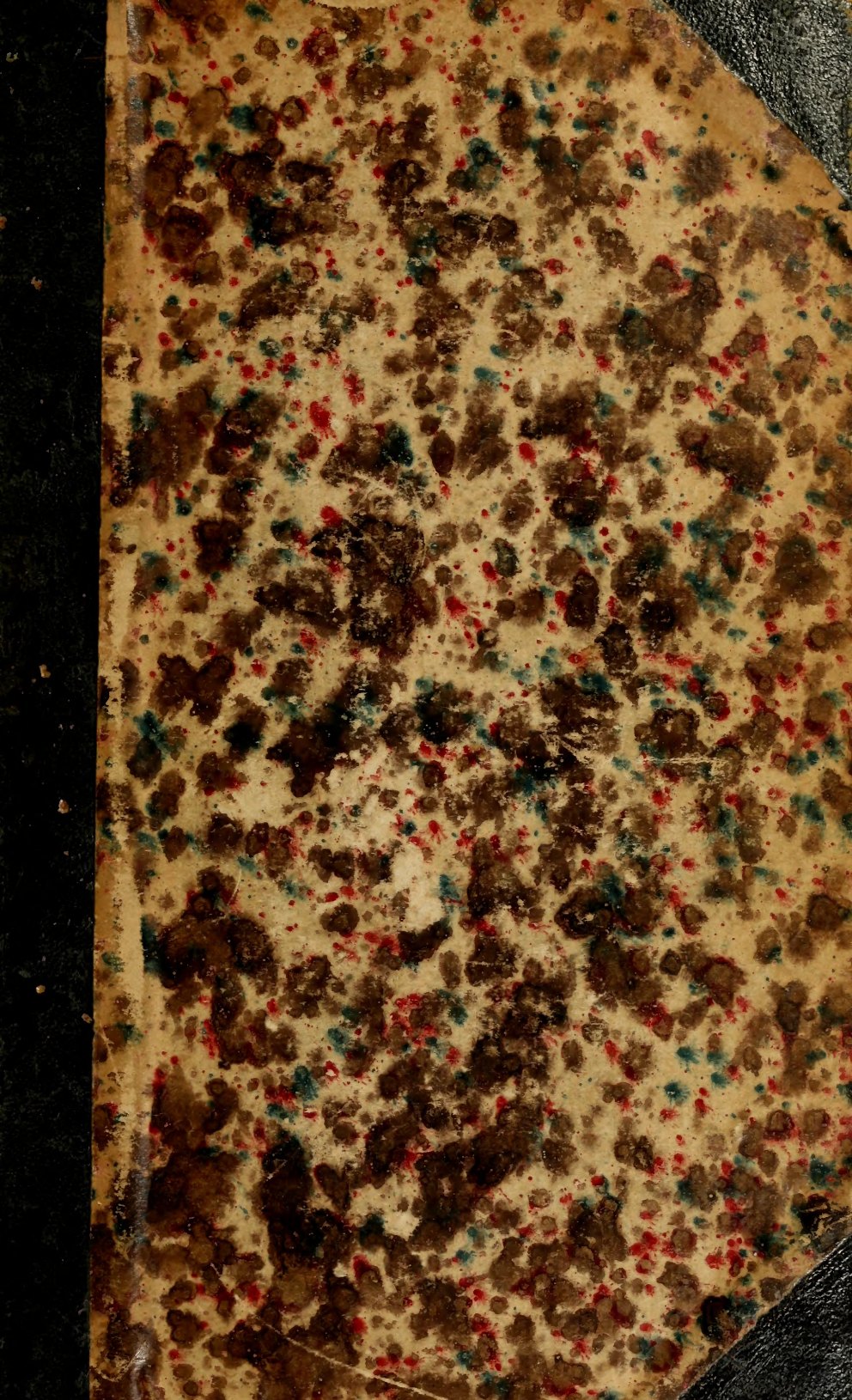
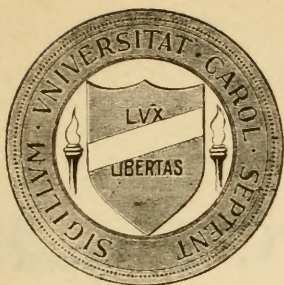






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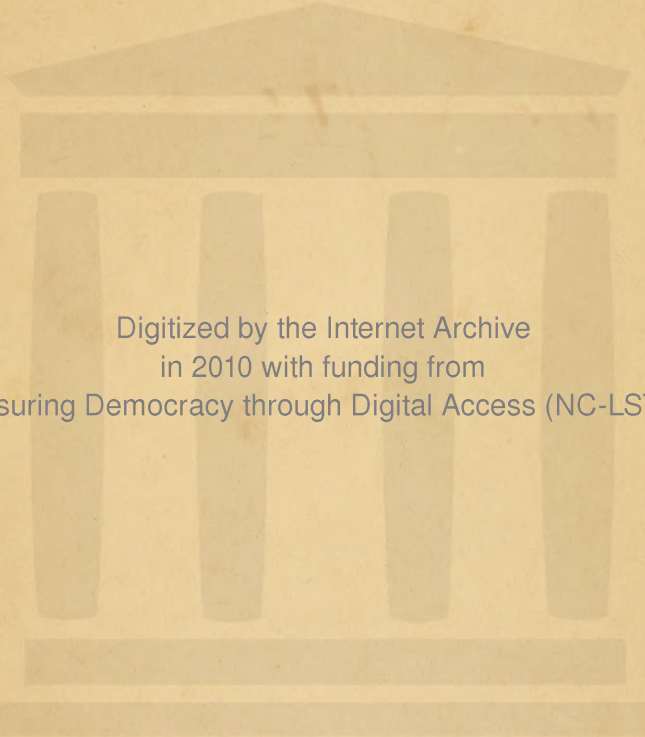
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Charters of
Wil. & Wel.
R. R. Co.

~~1865~~

1852 - ~~1869~~

ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS,

AND THE

CHIEF ENGINEER AND SUPERINTENDENT

OF THE

Wilmington & Weldon Rail Road Co.,

WITH THE

Proceedings of the General Meeting of Stockholders,

NOVEMBER 11th, 1868.



WILMINGTON, N. C.:

ENGELHARD & PRICE, STEAM POWER PRESS PRINTERS,
JOURNAL BUILDINGS.

1868.

OFFICERS FOR 1868-'69.

ADMINISTRATIVE DEPARTMENT.

PRESIDENT :

R. R. BRIDGERS.

BOARD OF DIRECTORS,

ELECTED BY THE STOCKHOLDERS :

W. A. WRIGHT,
ELI MURRAY,
GEORGE HARRISS,

	|	S. D. WALLACE,
	|	ALFRED MARTIN,
	|	JOHN EVERITT,
A. H. VANBOKKELEN.		

APPOINTED BY THE STATE :

J. S. CANNON,

C. H. BROGDEN,

L. G. ESTES.

J. W. THOMPSON, *Secretary and Treasurer.*

EXECUTIVE DEPARTMENT :

S. L. FREMONT, *Chief Engineer and Gen'l Superintendent.*

WM. SMITH, *Master of Transportation.*

JOHN F. DIVINE, *Master of Machinery.*

JOHN C. WINDER, *Master of Road, Southern Division.*

J. A. PARKER, *Master of Road, Northern Division.*

W. G. MACRAE, *Master of Supplies and Storekeeper.*

G. L. DUDLEY, *General Freight Agent and Auditor.*

W. M. POISSON, *General Ticket Agent and Clerk.*

STANDING COMMITTEES FOR 1868-'69.

FINANCE :

R. R. BRIDGERS, President.

W. A. WRIGHT and J. S. CANNON, Directors.

EXECUTIVE :

S. D. WALLACE and ALFRED MARTIN, Directors,

S. L. FREMONT, Chief Eng. and Sup't.

TRANSPORTATION DEPARTMENT :

C. H. BROGDEN and L. G. ESTES, Directors,

S. L. FREMONT, Chief Eng. and Sup't.

MACHINERY DEPARTMENT :

A. H. VANBOKKELEN and GEO. HARRISS, Directors,

S. L. FREMONT, Chief Eng. and Sup't.

ROAD DEPARTMENT :

JOHN EVERITT and ELI MURRAY, Directors.

S. L. FREMONT, Chief Eng. and Sup't.

The President *ex-officio* Chairman of all Committees.

PRESIDENT AND DIRECTORS' REPORT.

To the Stockholders of the

Wilmington and Weldon Rail Road Company :

The President and Directors submit to you the thirty-third annual report; also the reports of the Chief Engineer and Superintendent, and of the Treasurer.

Gross receipts,.....	\$596,160 61
Ordinary operating expenses,.....	298,465 29
Net income, ...	297,704 32
There has been an increase from freights,.....	51,260 50

If there had been good crops and good prices, the receipts would have been larger. The remainder of the net income, after payment of interest on debt, has been expended for new iron, rebuilding the bridges over the Neuse and North East rivers, and other necessary improvements.

This policy of rebuilding and improving the Road has been adopted, because a road, in good repair, can be operated at less expense than one in bad repair.

Old debt in sterling,.....	\$774,664 80
Sale of new bonds,.....	700,000 00

Funded debt,..... \$1,474,664 80

which has been expended in rebuilding and equipping the Road.

Since the war the Road has been supplied with new station and water houses, new cross-ties, trestles and bridges, except at Tar River and Fishing Creek, eight new locomotives, and five rebuilt, two hundred and five cars additional, four thousand eight hundred and fifty tons of new rail, and a large number of old rails repaired; and new chairs to such parts of the Road as had never had any.

A large sum has been expended in draining the road bed, which is more thoroughly drained than ever before; old ditches have been cleaned out and new ones cut. The capacity for transportation has been greatly increased. The condition of the Road in all its departments will compare favorably with any previous time. The history of the Road shows a regular increase of receipts from its beginning.

At first through travel was the great source of income; but as the country began to develop, the local travel and freights began to increase, and are now the largest source of income, and will continue to increase as the country becomes more densely populated and highly improved. Recent experiments with calcareous manures or marls which underlie almost the entire country show that the pine lands along the line of the Road, which have heretofore been considered of little value except for timber, are capable of a very high degree of improvement. These lands, having a capacity for growing a greater variety of crops than any other lands, giving health that will justify white or black labor, will soon be more eagerly sought for than any lands in the South. In buying lands in an old country it is not so much what they are as what they can be made; the one is but a temporary value, while the other is permanent.

In the last annual report attention was called to the adaptation of the climate and soil to trucks, fruits and grapes. During the past season there has been carried more than 12,000 barrels of trucks and fruits. The success of those who have tried this new field of enterprise is a guarantee to the future increase of freights from this source. Coming at what has heretofore been the leisure season it will not require any additional expense for transportation beyond altering cars to give proper ventilation.

Experiments of the season show that Wilmington has twenty-two days the advantage of Norfolk in early products for market, with a better soil for trucks; the farms around the latter city, which heretofore have been taking the cream of the early markets of the northern cities, will be transferred to the banks of the Cape Fear. To such persons as will engage in this

branch of business there shall be no want of facilities in transportation to market.

North Carolina grows a greater variety of native grapes than any where else in the country ; having a warmer climate they are more delicate in flavor and richer in wine properties than those grown in higher latitudes. Points further South, the vine is more liable to disease and the grapes to the rot.

Eight thousand pounds on unimproved land to the acre is a very moderate yield ; while the soils improved in other places, less favorable, yield sixteen to eighteen thousand pounds, which command from ten to thirty cents, according to season and quality, for table purposes. The profits from fruits, trucks and grapes, with much less work, are much larger than from the usual staple crops of the country. It is submitted that the company ought to encourage emigration ; and especially of that class that will engage in the growth of these products. Indeed, our own people ought to say to northern capital and labor, if you will not come and occupy our cheap vacant lands, we will take some of your more valuable crops from you by growing them at less cost and putting them in market at a season of little competition.

During the present fall considerable new business has been done by a steamboat connection on Tar River, which would have been larger if the Rail Road track had extended to the boat landing on the river so as to avoid a mile of drayage between the river and depot.

When the Tarboro' Branch was built, considerable apprehension was felt by some that the river would take freights from the Road ; experience has shown that the Road takes from the river.

When the Williamston and Tarboro' Road is completed it will give an increase of travel and freight, especially on grain and provisions from the rich Albemarle counties, to the markets of Wilmington.

The new Iron Bridge across the North East is completed and the one across the Cape Fear will be done about the end of the year, giving a connection of the same gauge of track of 120 miles to the Pee Dee River with the Wilmington, Char-

lotte and Rutherford Road, and when completed will extend 279 miles into the rich valleys and mineral regions of the western counties. These Bridges will save the expense of two ferry boats, and will economise time and expense in the transfer with the Wilmington and Manchester Road. They will give an increase of income beyond the interest on the cost of the work, and being built of iron and stone will be permanent in their structure.

The freights to the south of Wilmington have been gradually increasing. Between Baltimore and points in South Carolina and Georgia they are daily growing in importance. If suitable connections could be made with the roads beyond Kingsville, the business from that direction would soon become one of the largest sources of income. It is hoped that at no distant day parties will find it to their interest to make these connections, and that points not on the Wilmington and Manchester Road in South Carolina and portions of Central Georgia will be open to the competition of the Coast Inland Air Line.

A large part of the 1st, 2nd and 3rd class freights from Central Georgia and Alabama can be passed over this line, paying two cents per ton per mile to the Northern cities, which is more than the average pay to Northern Roads for their carrying trade.

The advantages of lines free from short curves and high grades have never been appreciated.

The country wants a more rapid transit in exchange of products than is given by water communication. Already Northern Roads, built at great expense, are successful in even handed competition with river transportation. The Southern Roads are making constant inroads on the freights heretofore carried by the coasting vessels.

There are those of you who well recollect, in the early history of this Road, the officers did not wish freight; took it more for accommodation than profit. When the old flat rail gave way to the heavy T rail the change of the profits in freighting began. To-day there is not a dividend paying road in the South but what derives the principal part of its revenues from freights.

When the steel rail with other steel improvements become of general use the increase in the value of freights will be quite as great in proportion as when the flat rail gave way to the T rail.

There will yet be a continuous line from the Mississippi River to the Northern markets, of straight lines and easy grades, avoiding alike the broad swamps, rivers and bays near the coast, and the high grades and heavy curves of the Piedmont country of the interior, the business of which will be measured only by its capacity for transportation.

If there was a continuous line of rail of the same gauge between New York and the Mississippi river along the plains parallel to the coast at the present rates of freight and insurance, cotton would pay highly remunerating prices. For freighting purposes the advantages of such a line have never been fully appreciated.

The road bed in good condition, shops supplied with machinery, road with necessary motive power and rolling stock, debt funded, income of an unfavorable year more than sufficient to pay interest and sinking fund, new channels of trade nearly completed, others in the course of construction, with a country abounding in resources inviting a rapid development the President and Directors do not hesitate to say the Company will at an early day be in a condition to resume its old habit of making semi-annual dividends.

In conclusion they take pleasure in recognising the efficient services of the various officers.

Respectfully submitted.

R. R. BRIDGERS, President.

LIST OF OFFICERS WITH THEIR SALARIES,
SEPTEMBER 30th, 1868.

R. R. Bridgers, President.....	\$5,000 00
S. L. Fremont, Chief Engineer and Superintendent,.....	4,800 00
J. W. Thompson, Secretary and Treasurer,.....	3,000 00
G. L. Dudley, General Freight Agent and Auditor.....	2,000 00
W. M. Poisson, Gen'l Ticket Agent & Superintendent's Clerk ..	1,600 00
William Smith, Master of Transportation.....	2,000 00
John F. Divine, Master of Machinery.....	2,000 00
J. C. Winder, Road Master.....	1,800 00
John Crone, Assistant Road Master.....	1,500 00
J. A. Parker, " " "	1,500 00
Walter G. McRae, Ticket Agent and Master of Supplies.....	1,200 00
W. J. Yopp, Assistant Freight Agent.....	1,800 00
R. F. Langdon, " " "	1,500 00
Charles Flanner, " " "	900 00
A. J. Galloway, General Agent at Goldsboro',.....	1,800 00
G. G. Lynch, " " Weldon.....	1,500 00
Six Conductors of Passenger Trains, each.....	1,200 00
Three Conductors of Freight Trains, each.....	900 00
First Class Engineers, each.....	1,020 00

REPORT OF THE CHIEF ENGINEER AND SUPERINTENDENT.

WILMINGTON AND WELDON RAIL ROAD COMPANY, }
Office of Chief Engineer & Gen'l Superintendent, }
WILMINGTON, N. C., Oct. 14th, 1868. }

HON. R. R. BRIDGERS, *President* :

SIR :—In compliance with the general regulations, I submit my fourteenth Annual Report of the operations of this Company for the fiscal year ending September 30th, 1868.

RECEIPTS AND EXPENDITURES.

RECEIPTS.

From Through Travel,.....	\$108,896 78	
“ Way,.....	110,109 12	
“ Freight,.....	299,640 22	
“ Mails,.....	26,951 51	
“ Miscellaneous sources,.....	50,571 98	
Total Earnings and Receipts,		\$596,169 61

EXPENDITURES.

ROAD DEPARTMENT.

Maintenance of Permanent way.

Cost of Bridge Timber,.....	\$ 2,721 10	
“ “ Cross Ties,.....	28,487 90	
“ “ New Iron Chairs, and Spikes,	47,351 20	
“ Tools and Hand Cars,.....	1,198 82	
Pay of Road, Station Section Masters and Hands,.....	31,500 00	
Pay of Bridge Master, Carpenters, and Hands,.....	4,387 15	
Total cost of Permanent Way,		\$115,646 17
Carried forward,.....		\$115,646 17

Brought forward,.....\$115,646 17

MACHINERY DEPARTMENT.

ROLLING STOCK.

Cost of Materials for Repairs.

Iron, Steel and Coal,.....	\$ 5,640 10
Lumber for Engines and Cars,.....	3,314 22
Hardware, Trimmings, Nails, &c., for Cars,.....	1,309 81
Glass, Paints, Finishing, &c.,.....	2,815 05
Engine and Car Wheels,.....	1,750 45

Cost of Services in making Repairs.

Pay of Master of Machinery, Me- chanics and Laborers,.....	50,327 31	
Oil, Tallow, and Waste,.....	785 22	
Total cost of Repairs of Machinery,		\$65,942 16

TRANSPORTATION DEPARTMENT.

Pay of Master of Transportation, Agents, Conductors, Train hands, Firemen, Watchmen, Warehouse hands, &c.....	\$50,261 34	
Cost of Fuel for Engines and Sta- tions,.....	15,257 32	
Cost of Oil, Tallow, and Waste,.....	3,491 25	
Cost of repairs of station buildings,..	1,000 00	
Station expenses and Incidentals,...	10,770 56	
Total cost of Transportation De- partment,		\$80,780 47

GENERAL EXPENSES.

Subsistence,.....	\$10,100 25	
Loss and damage (Freight,).....	510 20	
Stationery and Printing,.....	3,591 80	
Incidental and Traveling Expenses,	5,259 36	
Salaries,.....	16,634 88	— 36,096 49

Total cost of operating this year,..	\$298,465 29
--------------------------------------	--------------

Total earnings and receipts, (bro't... forward,).....	596,169 61	
Operating expenses,.....	298,465 29	
Total net receipts,		\$297,704 32

The foregoing statement has been made from records in my office, and returns from the several working departments, and is intended to show fully the working expenses this year, in all that rightfully, and properly, belongs to "Cost of Operating," and no more.

The statement of the payments made by the Treasurer during the year correctly sets forth, under the several heads of expenditure, the payments he has made;—but he has not distinguished between payments made on account of this year's work, and payments made on account of expenses of previous years.

Besides the regular operating expenses, we have done a large amount of rebuilding—Bridges, Roadway, and Machinery. We have also purchased and constructed *additional* equipment—that is equipment not heretofore needed—and does not of course belong to the current year's expenses.

All these expenditures are fully and properly explained for the information of the President and Directors, as well as the stockholders.

COST of RECONSTRUCTION and OLD ACCOUNTS:

ROAD DEPARTMENT.

Material for Bridges over the Neuse
and North East Rivers in part:

Timber and Lumber,.....\$11,325 98

Iron work,..... 8,865 27

Cross ties used in reconstruction,... 20,781 56

New Iron Rails, Spikes and Chairs

for new track, in addition to ordinary repairs,.....106,477 79

Labor, subsistence and incidental

expenses of this work,.....17,405 64—\$164,856 24

MACHINERY DEPARTMENT.

NEW EQUIPMENT.

Engine and Car wheels used in new

Cars, & rebuilding Engines damaged

by the war,..... \$6,935 54

Carried forward,..... \$6,935 55—\$164,856 24

Brought forward,.....	\$6,935 54	\$164,856 24
New Engine and Materials for new ones,.....	22,173 42	
New Freight cars as additional Machinery,.....	77,334 94	
Miscellaneous expenses of new Equipment,.....	5,578 09	
		\$112,021 99

Aggregate, \$276,878 23

Accounts of previous years charged in accounts of this year.

TRANSPORTATION DEPARTMENT.

Labor and Subsistence,.....	\$13,194 00	
Fuel, &c.,.....	18,594 84	
Oil, Tallow and Waste,.....	1,052 00	
Station Expenses, &c.,.....	4,058 00	
Miscellaneous Expenses,.....	2,265 43	
		\$39,164 27

GENERAL EXPENSES.

Old soliciting and Incidental Expenses, 1866 and to July, 1867,....	\$18,288 70	
Loss and damage to Freight, 1866 and 1867, now settled,.....	4,577 71	
Subsistence, printing and miscellaneous of former years,.....	8,084 06	\$30,950 47
Aggregate,		\$70,114 74

ROADWAY AND WAREHOUSES.

The Roadway has been very much improved the past year by drainage and ballasting.

We have also put in 1,500 tons of new rails and 81,394 new cross ties.

With these improvements we shall be in condition for a large Transportation business for the current year.

There will be required for the track for the next season two thousand tons more of re-rolled rails, and two thousand the year following, after which the expenditures for this object may be brought down to the ordinary annual depreciation.

The expenses this year, for the Road Department, have increased about \$12,000, in consequence of the employment of two gravel trains for ballasting the track and cutting new ditches.

The old Road was not ditched with a view of drainage, and though much has been done in the last ten years to remedy this omission by partial drainage, yet it has been found necessary to thoroughly drain and ballast every part of the track requiring it, as the cheapest and perhaps only method of insuring a good road bed.

These trains will be required for two or three years to come, to finish this work and fill up such trestles as may be replaced by masonry.

An expenditure of \$20,000 per annum should be made to complete the "Permanent Way," on account of Masonry, ballasting and filling trestles.

I consider the road-bed and track in much better condition this year than it was last year.

The warehouses have been put in good order at Black Creek, Wilson, Joyner's and Tarboro'.

These buildings are now as secure as wooden buildings can be.

At all other stations the warehouses are in good condition.

BRIDGES.

In addition to the new bridges now nearly completed, over the "Neuse" and "North East branch of the Cape Fear," we are making large repairs to the Bridge over Quankey creek, near Halifax.

The masonry has all to be replaced, and new arches put in the lattice truss.

The temporary bridge over the Tar River, at Rocky Mount, must be replaced by a permanent one, during the ensuing year, and one over Fishing Creek, near Enfield, and one over Smith's Creek, near Wilmington, the year following.

This finishes the bridges destroyed during the late war, and when all are rebuilt and the masonry supplied where small trestles are now used as culverts, the "Permanent Way" may be said to be completed.

The Bridges are all in good order.

TRESTLE WORK.

The only trestles that now remain are short ones for culverts, excepting at Neuse River, Tar River and Fishing Creek, over the adjoining low grounds.

These trestles should be filled up during the next summer and autumn.

The trestle work has been thoroughly overhauled and repaired ; many piles have been driven, and we regard the work now as in excellent order.

MACHINERY.

The machinery is in very good order generally. For a portion of the year a large force was employed—during the summer it was reduced. It is now, however, about being increased, and will be necessarily large for the whole fiscal year, in order to increase our freight equipment.

One new first class freight Engine has been purchased, and seventy-five new first class freight cars have been built for the company under contract with the Tredegar Company at Richmond, and with Major Grice of the Union Car works at Portsmouth.

I desire to say here that these are, I think, the best and most substantial freight cars I have ever seen on any road. They are thirty feet long and will carry thirty to thirty-five bales of cotton—have very strong iron trucks with *Union Springs* (steel and wool.)

They are giving us great satisfaction, and I can recommend these works, respectively, to the confidence of Rail Road managers.

The “Orange” is now completely rebuilt, and the “Goldsboro’,” (for the Branch Road,) under way. We hope to complete two more of the war worn Engines during the year.

Our motive power and rolling stock are sufficient for our probable wants this year.

We have 175 box cars and sixty (60) flat cars, and propose to build twenty-five new flats, and twenty-five box cars during the ensuing year, with probably two passenger cars.

Cars of special construction will be required for strawber-

ries, and other delicate fruits, and for all vegetables especial arrangements must be made for ventilation.

This subject will, however, require a special report at a future day.

TRANSPORTATION.

The great decrease in travel, *local* as well as *through*, is only one more indication of the great poverty of our people. We have had our full share of the through business, and no doubt the local travel has been as good as that on other Rail Roads in the *State*, and generally in the *South*.

When the causes for this falling off in passenger receipts shall be removed, prosperity will again return, and we shall receive our full share of income from this source.

On the freight or tonnage receipts we can truly congratulate the owners of the property on the real value of their investment as indicated by it. An increase in receipts of \$51,-260 57 in one year from freight transportation—and that a year of great depression throughout our country—is a most encouraging feature ; especially so, as it is from a new source, and of a kind that must greatly increase, as the country rises from its present poverty. In fact the increased receipts from *through freights* are greater than the net increase,—as our *local* business has not maintained itself.

NORTH CAROLINA RAIL ROAD FREIGHTS.

The item of through freight that passed over a part of this road for the North Carolina road, during the fiscal year, was \$45,271 29. This sum would have been considerably larger, but for the new and partial arrangement that was made by the new management of that Road, in July last, by which a portion of their line was only partially worked.

The anomalous position taken by the management of that Company can not long continue to exist before an enlightened Public, and we may therefore earnestly hope that an early day will bring a change mutually beneficial to both companies. When this shall have been accomplished, we may confidently calculate our receipts at \$50,000 to \$75,000 per annum, from this source alone.

THROUGH FREIGHT SOUTH.

Our through freight receipts to this place, and points south and west, were \$26,013 02 (north \$16,728 92, south \$9,285 02,) and they have steadily increased, and must, when the connecting lines are fully perfected and in harmonious operation with quick dispatch, become a source of large income to the Company.

But for the want of harmonious co-operation on the part of the management of the South Carolina R. R. Co., and consequent imperfect connection with Columbia, S. C., and Augusta, Ga., by which we could reach those cities and places beyond, as far west as the Alabama River, our receipts this year would have been very considerably larger than they are now.

Gen. Mahone is now illustrating what consolidation and harmonious co-operation can do for cheap and rapid transportation.

His line is delivering merchandise, and taking cotton between New York and Atlanta, and points west, over the Blue Ridge *via* Virginia and Tennessee Rail Road, a distance greater by sixty miles than by our line to the same point, while ours is *around the mountains* where the same Engine can haul two cars, while over his route it can haul but one.

With all these natural advantages, why should we lay supinely on our backs and allow energy, and determined perseverance to carry off the increased benefits that belong to our line.

Why not so consolidate and harmonize our Atlantic lines, or the working of them, as to accomplish much greater results? We have much greater facilities, as well as many natural advantages, in our favor.

This subject claims your special and early attention.

NEW TRAFFIC—FRUIT AND VEGETABLES.

The work of inaugurating this new business was commenced in April last, by means of our regular day passenger train, and by that train alone it has been carried successfully through to the first of October.

It was not supposed there could be much done the first year, beyond making a beginning.

We have, however, transported more than (12,000) twelve thousand barrels (in bulk) of vegetables and fruit to market, that have brought back to the State not less than one hundred thousand dollars.

If this is but the beginning—the *morning*—what is to be the full *noon-day* of this traffic :

There should be ten times as many barrels sent off the coming season—say 120,000 barrels, and ten times as much received for them, or \$1,000,000; and all this with comparatively a small outlay.

The receipts from this transportation this year were about \$6,000, and if ten times as large next season it will reach at least \$60,000.

The receipt of \$1,000,000 of dollars by the people along our line for garden truck, peaches, apples, strawberries, &c., will greatly relieve them from their present depression, and enable them to do much more on their plantations at large, and also to increase the growth of this production the following year.

That the culture of Truck, and Fruit along our line is destined, at no distant day, to give this Rail-way a very large amount of Transportation, at very profitable rates, no one can doubt.

When we reflect that the amount of tonnage from one acre of grapes is *forty-five times greater than* from an acre of cotton, we can begin to realize something of our Future.

Without going into detailed calculations of the yearly increase of business from this new source of revenue,—the culture of Grapes, Peaches, Strawberries, Truck, &c., &c.—we can readily see a vast work before us.

Five years hence the gross receipts of this Company cannot be less than three times those of the present year, or at least *one million five hundred thousand* dollars—more than the entire capital stock of the Company.

This estimate for the future may seem visionary to persons who have not given the subject much thought, but from my

point of view, and the information I have gathered on the subject, it seems not only possible, but exceedingly probable.

Look for a moment at the soil all along our line to Weldon and observe its fitness or adaptability to the growth of Grapes, Peaches and early Vegetables; then turn to the Wilmington and Manchester, and Wilmington and Charlotte Railways where similar lands are found in great abundance, and at present very cheap—consider our climate—inducing early fruit and vegetable productions, and then the great facilities we have over all these Railway lines for rapid transportation to the great markets of the North, and our wonder will be converted into belief.

Nearly all this transportation comes in our, heretofore, dull season, from the middle of April to the first of October. Then to this new traffic add the largely increased transportation of merchandise and plantation products. To this again add the local and through travel that must be largely increased by the prosperity of the people, and by the increase of population that this new culture will of necessity bring with it.

The foregoing are a few of the reasons for the faith that is in me.

OUR CONNECTIONS.

Our connections with Railways North and South of us are of the most friendly character, and if we except the North Carolina Railroad, we are working with all our neighbors to our mutual advantage and profit.

It has been often pressed upon this company the importance of having a connection with the Chesapeake Bay by an independent line, while the friendly relations that now exist with the Seaboard and Roanoke Railway Company renders such a line unnecessary at this time. Yet as that Road may pass into unfriendly hands, and as this line would run through a very productive country that would insure it to be a profitable line, it has claims upon your attention.

From about Whitaker's or the end of the branch to Scotland Neck, through Murfreesboro', to Suffolk, seems to be the best route, and not more than seventy miles in length.

Such a road as a branch to this could be constructed under our amended charter, with stock held separate from that of the main road.

If it is thought best, a preliminary survey can be made at a small cost.

It is to be hoped that the Charleston and Savannah Railroad will be completed before your next annual meeting, giving us a direct connection with Savannah and the Gulf.

This Road would be greatly benefitted by a direct Railway connection with Columbia.

It will open a very large and productive country to our lines.

Should the Railway Bridge Company complete their works at an early day as we hope they will, we shall be in condition to run cars through with that Company, to the mutual profit of both.

SURFACE RAILROADS.

A few local branches, sometimes known as "Surface Railroads," might be built under the amended charter, as independent branches, but to be worked by the Company.

Such a road would, it is believed, pay, if built from Magnolia to Kenansville, or beyond, into Onslow county.

One in the direction of Snow Hill from, say Nahunta, or Black Creek.

Another into Nash county from Wilson or Rocky Mount.

If Planters interested desire to raise the requisite funds as separate and independent, I do not see why the Company should not contract with them to operate such branches, and if deemed advisable, in each case, to aid in the construction.

The matter is submitted for your consideration.

CONCLUSION.

Our trains have run with much regularity and with few accidents, considering the mileage made.

One train was thrown from the track by a fiend, who removed a rail very adroitly—serious damage was done the Engine but no one was injured. Although great exertions were

TABLE 1.

ROAD DEPARTMENT—MAINTENANCE OF PERMANENT WAY.

Cost of Bridge Timber.....	\$ 2,721 10
Cost of Cross Ties.....	28,487 90
Cost of New Iron Chairs and Spikes.....	47,351 20
Cost of Tools and Hand Cars.....	1,193 82
Pay of Road, Section Masters and Hands.....	31,500 00
Pay of Bridge Master, Carpenters and Hands.....	4,387 15
<i>Proportion of General Expenses chargeable to this account :</i>	
Subsistence.....	\$3,416 75
Stationery and Printing.....	593 65
Salaries.....	5,000 00—\$14,015 40
	\$129,661 57

TABLE 2.

MACHINERY DEPARTMENT—COST OF MATERIALS FOR REPAIRS.

Iron, Steel and Coal.....	\$ 5,640 10
Lumber for Engines and Cars.....	3,314 22
Hardware, Trimmings, Nails, &c., for Cars.....	1,309 81
Glass, Paints, Finishing, &c.....	2,815 05
Engine and Car Wheels.....	1,750 45
<i>Cost of Services in making Repairs :</i>	
Pay of Master of Machinery, Mechanics and Laborers.....	50,327 31
Oil, Tallow and Waste.....	785 22
<i>Proportion of General Expenses chargeable to this account :</i>	
Stationery and Printing.....	598 65
Incidental and Traveling Expenses.....	1,753 11
Salaries.....	5,000 00—7,351 76
	\$73,293 92

TABLE 3.

TRANSPORTATION DEPARTMENT.

Pay of Master of Transportation, Agents, Conductors, Train Hands, Firemen, Watchmen, Warehouse Hands, &c.....	\$50,261 34
Cost of Fuel for Engines and Stations.....	15,257 32
Cost of Oil, Tallow and Waste.....	3,491 25
Cost of Repairs of Station Buildings.....	1,000 00
Station Expenses and Incidentals.....	10,770 56
<i>Proportion of General Expenses chargeable to this account :</i>	
Subsistence.....	1,683 50
Loss and Damage (freight).....	510 20
Stationery and Printing.....	2,394 50
Incidental and Traveling Expenses.....	3,506 25
Salaries.....	6,634 88—14,729 33
	\$95,509 80

TABLE 4.

COST OF RECONSTRUCTION AND OLD ACCOUNT—ROAD DEPARTMENT.

<i>Material for Bridges over the Neuse and North East Rivers, in part :</i>	
Timber and Lumber.....	\$11,325 98
Iron Work.....	8,865 27
Cross Ties used in Reconstruction.....	20,781 56
New Iron Rails, Spikes and Chairs for new track, in addition to ordinary repairs.....	106,477 79
Labor, Subsistence and Incidental expenses of this work.....	17,405 64—\$164,856 24

MACHINERY DEPARTMENT—NEW EQUIPMENT.

Engine and Car Wheels used in new Cars, and re-building	
Engines damaged by the war.....	\$ 6,935 54
New Engine and material for new ones.....	22,173 42
New Freight Cars as additional machinery.....	77,334 94
Miscellaneous Expenses of new Equipment.....	5,578 09—112,021 99
Aggregate.....	<u>\$276,878 23</u>

ACCOUNTS OF PREVIOUS YEARS CHARGED IN ACCOUNTS OF THIS YEAR—TRANSPORTATION DEPARTMENT.

Labor and Subsistence.....	\$ 13,194 00
Fuel, &c.....	18,594 84
Oil, Tallow and Waste.....	1,052 00
Station Expenses, &c.....	4,058 00
Miscellaneous Expenses.....	2,265 43—\$39,164 27

GENERAL EXPENSES.

Old soliciting and incidental Expenses 1866, and to July, 1867.....	\$ 18,288 70
Loss and Damage to Freight 1866 and 1867, now settled...	4,577 71
Subsistence, Printing and Miscellaneous of former years..	8,084 06—30,950 47
Aggregate.....	<u>\$70,114 74</u>

CONSOLIDATED REPORT

Of the Service and Condition of Locomotives on the Wilmington and Weldon Rail Road, for the year ending on the 30th day of September, 1868.

No. of Locomotives.	NAMES OF LOCOMOTIVES.		No. of Miles Run.	No. of Cars Hauled.	Cords of Wood Consumed.	Gallons of Oil Used.	Pounds of Tallow Used.	Pounds of Waste Used.	Pounds of Packing Used.	Cost of Fuel.	Cost of Oil.	Cost of Tallow.
	PASSENGER ENGINES.	BUILDERS.										
22	Orange,.....	Manch'r Locomotive Works,	11,715	721	187	68	159	141	24	374 00	40 50	20 67
25	P. K. Dickinson,.....	M. W. Baldwin,.....	5,626	1,325	287	86	105	134	14	574 00	49 50	13 65
26	Governor Ellis,.....	M. W. Baldwin,.....	23,024	1,042	379	145	273	289	94	758 00	101 97	35 49
30	Governor Vance,.....	J. B. Anderson,.....	23,787	1,760	525	182	363	313	26	1,050 00	106 70	47 19
31	William A. Wright,.....	Rogers,.....	26,790	1,073	438	143	309	286	93	876 00	92 15	40 17
32	A. J. DeRosset,.....	Rogers,.....	28,778	1,177	491	165	321	281	34	982 00	103 05	41 73
33	Edward Kidder,.....	William Mason,.....	23,160	941	413	143	248	266	20	826 00	78 60	32 24
34	S. L. Fremont,.....	William Mason,.....	26,861	1,023	444	161	334	324	32	888 00	96 25	43 43
85	Governor Worth,.....	Rogers,.....	34,266	1,455	540	214	388	347	44	1,080 00	130 55	50 44
86	S. D. Wallace,.....	Rogers,.....	33,840	1,612	555	181	392	315	23	1,110 00	108 65	50 96
	TOTAL,.....		243,847	13,129	4,259	1,488	2,302	2,699	284	\$8,518 00	\$913 92	\$375 76

CONSOLIDATED REPORT OF LOCOMOTIVES.—CONTINUED.

No. of Locomotives.	Cost of Waste.	Cost of Packing.	Cost of Repairs.	Paid to Engineers and Firemen.	Cost per Mile Run.	Total Cost of Engines for the Year.	Present Value of Locomotives.	REMARKS.
22	25 38	7 92	2,904 73	508 00	33-	3 881 20	10,000 00	In good order—repairs completed during the year.
23	24 12	4 62	469 25	996 00	...	2 131 14	8,500 00	In running order, with Gravel train most of year, mileage not reported in full.
25	52 02	11 22	1,879 78	965 00	16 5	3 893 46	10,000 00	In good order—overhauled during the year.
26	56 34	8 58	1,039 54	1,415 00	12 5	3 723 35	10,000 00	In good order,
30	51 48	10 83	1,119 06	1,215 00	12 7	3 404 73	15,000 00	In good order,
31	51 12	11 22	947 31	1,165 00	11 5	3 377 43	15,000 00	In good order—overhauled during the year.
32	47 88	6 66	2,508 14	965 00	19 3	4 464 46	15,000 00	In Shop for repairs.
33	58 32	10 56	1,543 29	1,240 00	14 4	3 879 84	15,000 00	In good order.
34	62 46	14 52	799 91	1,425 00	10 4	3 522 88	15,000 00	In good order—overhauled during the year.
35	56 70	7 59	685 49	1,435 00	10 2	3 414 39	15,000 00	In running order.
36	\$485 82	\$93 72	\$13,896 48	\$11,319 00	....	\$35 602 90	\$128,500 60	

CONSOLIDATED REPORT OF LOCOMOTIVES.—CONTINUED.

No. of Locomotives.	NAMES OF LOCOMOTIVES.		No. of Miles Run.	Cars Hauled.	Cords of Wood Consumed.	Gallons of Oil Used.	Pounds of Fuel Used.	Pounds of Waste Used.	Pounds of Packing Used.	Cost of Fuel.	Cost of Oil.	Cost of Tallow.
	FREIGHT ENGINES.	BUILDERS.										
4	W. H. Haywood,	Burr, Pae & Samson,	11,046	2,890	192	102	220	210	34	1,184 00	72 00	28 60
7	Perseverance,	M. W. Baldwin,	19,635	3,245	592	101	278	297	19	1,128 00	62 45	36 14
10	North Carolina,	M. W. Baldwin,	22,630	3,998	564	101	264	241	29	1,454 00	82 25	34 32
15	Quickstep,	Norris & Son,	21,586	4,171	727	136	264	241	29	1,324 00	72 90	28 21
18	Jeff Davis,	Norris & Son,	19,889	2,914	662	121	217	218	46	1,324 00	72 90	28 21
27	Gilbert Potter,	M. W. Baldwin,	18,630	3,353	572	89	227	176	29	1,144 00	52 85	29 51
28	E. P. Hall,	Rogers,	19,635	3,245	592	101	278	297	19	1,128 00	62 45	36 14
37	James Knight,	Rogers,	22,630	3,998	564	101	264	241	29	1,454 00	82 25	34 32
38	J. M. Robinson,	Norris & Son,	21,586	4,171	727	136	264	241	29	1,324 00	72 90	28 21
39	R. R. Bridgers,	Norris & Son,	19,889	2,914	662	121	217	218	46	1,324 00	72 90	28 21
19	Goldsboro',	M. W. Baldwin,	18,630	3,353	572	89	227	176	29	1,144 00	52 85	29 51
17	President,	Norris & Son,	19,635	3,245	592	101	278	297	19	1,128 00	62 45	36 14
5	E. B. Dudley,	Burr, Pae & Samson,	22,630	3,998	564	101	264	241	29	1,454 00	82 25	34 32
12	Merchant,	M. W. Baldwin,	21,586	4,171	727	136	264	241	29	1,324 00	72 90	28 21
13	Industry,	M. W. Baldwin,	19,889	2,914	662	121	217	218	46	1,324 00	72 90	28 21
14	Director,	Norris & Son,	18,630	3,353	572	89	227	176	29	1,144 00	52 85	29 51
20	Gulford,	M. W. Baldwin,	19,635	3,245	592	101	278	297	19	1,128 00	62 45	36 14
21	Alexander McRae,	Wilmington & Weldon R. R. Co	22,630	3,998	564	101	264	241	29	1,454 00	82 25	34 32
24	Governor Bragg,	Wanchester Locomotive Works,	21,586	4,171	727	136	264	241	29	1,324 00	72 90	28 21
29	Farboro',	J. B. Anderson,	19,889	2,914	662	121	217	218	46	1,324 00	72 90	28 21
	Job Terry,											
	TOTAL.		113,416	20,571	4,341	806	7,756	1,587	231	\$3,682 00	\$489 35	\$298 28
	TOTAL.		357,263	32,700	8,670	2,294	4,648	4,286	515	\$17,200 00	\$1,403 27	\$604 24

CONSOLIDATED REPORT OF LOCOMOTIVES.—CONCLUDED.

No. of Locomotives.	Cost of Waste.	Cost of Packing.	Cost of Repairs.	Paid to Engineers and Firemen.	Cost per ton.	Total Cost of Engines for the Year.	Present Value of Locomotives.	REMARKS.
4	13 50	6 93	1,305 08	715 00	...	2,653 98	4,000 00	Thoroughly overhauled during the year.
7	10 80	1 65	2,618 64	365 00	...	3,266 20	2,000 00	Repairs completed during the year.
10	24 48	4 95	439 53	888 00	...	1,993 82	4,000 00	In Shop for repairs.
15	19 44	8 25	1,732 47	975 00	31-4	3,468 40	4,000 00	In good order—overhauled during the year.
18	11 88	2 64	116 31	545 00	...	1,089 05	700 00	Employed with Gravel Train during the year—(recently sold.)
27	37 80	11 22	920 34	1,215 00	17-7	3,468 96	10,000 00	In good order—overhauled during the year.
28	53 46	6 27	949 32	1,375 00	16-	3,610 64	10,000 00	In good order—overhauled during the year.
37	43 38	9 57	559 18	1,335 00	16-8	3,517 70	15,000 00	In good order—overhauled during the year.
38	39 24	15 18	1,179 37	1,315 00	20-	3,973 90	10,000 00	Overhauled during the year—now in Shop for tyres.
39	31 68	9 57	155 27	1,165 00	13-9	2,587 88	16,000 00	In good order.
19	...	...	553 61	...	...	553 61	3,500 00	Rebuilding.
17	...	...	151 98	...	...	151 98	650 00	Undergoing repairs.
6	...	...	...	...	...	...	400 00	Needs rebuilding.
12	...	...	...	...	...	...	250 00	Out up during the year.
13	...	...	...	...	...	...	500 00	Needs rebuilding.
14	...	...	...	...	...	...	300 0	Needs rebuilding.
20	...	...	...	...	...	...	...	In Roanoke River.
21	...	...	...	...	...	...	650 00	Sold.
24	...	...	...	...	...	...	1,000 00	Needs rebuilding.
24	...	...	...	...	...	...	800 00	Needs rebuilding.
29	...	...	...	...	...	...	2,300 00	Needs rebuilding.
	\$285 66	\$76 23	\$10,681 60	\$9,893 00	...	\$30,336 12	\$86,000 00	
	\$771 48	\$169 95	\$24,578 08	\$21,212 00	...	\$65,939 02	\$214,500 00	

I certify that the above is a correct report.

JOHN F. DIVINE, Master of Machinery.

ACCOUNT

*Of Through Freight and Tonnage forwarded from Wilmington,
during the fiscal year ending September 30th, 1868.*

MONTHS.	Cotton, bales.	Spirits Turpen- tine, bbls.	Rosin, bbls.	Tar, Turpentine & Pitch, bbls.	Shooks, Packages.	Lumber, feet.	Vegetables and Fruit, Pac'ks	Old W. & W. R. R. Iron, lbs.	Total amount Tonnage, lbs.	Amount of Freight.
1867.										
October...	119	....	50	....	....	....	....	296,860	399,143	272 97
November.	151	....	620	....	....	....	....	161,420	502,128	502 97
December.	144	....	....	....	....	....	....	120,870	211,723	263 91
1868.										
January...	727	....	73	....	....	4 000	....	28,458	425,124	1 089 51
February...	1,516	....	....	....	148	34 000	....	247,437	1,340,124	2 219 00
March.....	818	107	3,597	1,280	375	....	....	11 069	2,024 268	2,692 18
April.....	620	269	3,716	....	75	....	58	283,010	1,883,214	2,080 27
May.....	289	791	4,460	....	123	4,000	364	307,230	2,215,085	3,794 35
June.....	167	467	6,306	....	140	....	1,172	235,260	2,502 561	2,643 57
July.....	35	50	191	212	....	....	2 050	302,860	634,334	731 85
August ..	14	119	149	24	133	....	1,117	23,800	274 625	538 70
September,	209	...	1,593	....	150	....	241	....	649,804	1,069 44
	4,809	1 803	20,757	1,516	1,149	42,000	5,002	2,018,274	13,062,152	\$17,898 72

WM. SMITH, *Master of Transportation.*

ACCOUNT OF TONNAGE

*Transported over the Wilmington & Weldon Rail Road, during
the fiscal year ending September 30th, 1868.*

MONTHS.	Cotton, bales.	Spirits Turpen- tine, Bbls.	Turpentine, Tar, Pitch and Rosin, Bbls.	Vegetables and Fruit, bbls.	General Mer- chandise, lbs.	Old & New Rail Road Iron, lbs.	TOTAL, LBS.	TONS.
1867.								
October...	1,976	765	6,314	8	2 159,793	....	5,127,183	....
November.	5,713	679	5,206	21	2 552,388	....	7,066,158	....
December.	5,989	563	3,164	8	2,323,213	....	6,274,377	....
1868.								
January...	6,085	429	4 240	3	2 238,084	....	6,208,488	....
February.	6,437	364	3,091	3	2 608,272	....	6,592,810	....
March. ...	2,625	556	8,294	8	3,972,462	....	7,943 248	....
April.....	1,668	600	7,945	66	3,005 371	....	6 283,397	....
May.....	554	1,864	9,123	558	2,575,574	....	6,358,778	....
June.....	410	1,712	12,026	1,448	3 728,385	....	7,495,369	....
July.....	113	1,688	6,705	3,499	2 173,396	....	5,730 265	....
August....	71	1,658	6,847	7,495	2,846,417	....	6,709 878	....
September,	1,562	1,035	8 273	985	2,742,183	....	6,282,187	....
	33,203	11,963	81,228	13,502	32,925,538	5,018,274	82,990,412	41,495 412-2000

WM. SMITH, *Master of Transportation.*

STATEMENT

Showing the number and kind of Cars owned by the Wilmington and Weldon Rail Road Company, and the number built, rebuilt and repaired and built to order during the fiscal year ending 30th September, 1868:

NUMBER AND DESCRIPTION OF CARS.	Number Built.	Number Rebuilt.	Number Repaired.	Number Built to Order.	Number on which no repairs are required.	Present Value.
PASSENGER CARS.						
9 first Class.....	...	3	5	...	1	36,000 00
6 second ".....	...	1	4	...	1	18,000 00
6 third " and Baggage.....	...	2	2	...	2	9,000 00
6 Mail.....	1	...	4	...	1	13,000 00
2 Mail and Express.....	...	2	...	...	...	1,600 00
1 Restaurant.....	...	...	1	...	...	4,000 00
1 Superintendent's.....	...	...	1	...	...	1,000 00
31 Total Passenger Cars for service.	1	8	17	...	5	.....
FREIGHT CARS.						
182 Box.....	8	25	60	75	14	155 975 00
85 Platform.....	9	6	5	....	5	49,000 00
267 Total Freight Cars for service.	17	31	125	75	19	\$287,575 00

I certify that the above statement is correct.

JOHN F. DIVINE,
Master of Machinery.

A COMPARATIVE TABLE,

Showing the Service of Passenger Conductors for the year ending the 30th September, 1868, showing the number of Trips and the amount collected by each in each month, and the total collected during the fiscal year, and the average of each trip.

NAMES OF CONDUCTORS	OCTOBER, 1867.			NOVEMBER, 1867.			DECEMBER, 1867			JANUARY, 1868.			FEBRUARY 1868			MARCH, 1868.			APRIL, 1868.		
	No. of Trips.	Cash Collected.	No. of Trips	No. of Trips	Cash Collected.	No. of Trips	No. of Trips	Cash Collected.	No. of Trips	No. of Trips	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips	No. of Trips	Cash Collected.	
E. D. Browning...	12	202 30	9	169 39	8	195 10	11	336 25	9	221 70	9½	166 50	7½	88 85							
J. C. Borden.....	12½	318 45	9	151 55	5½	234 75	11	293 85	7	172 70	10	207 85	9	168 15							
J. E. Leggett....	11½	153 15	10	199 40	7	139 95	5	131 10	8	174 95	10	135 55	11	132 40							
A. H. Cutts.....	12	158 45	10	256 05	7½	158 65	10½	220 70	9½	281 80	9	126 25	10	125 30							
Geo. Morrison....	8½	112 25	9½	218 55	7½	184 25	10½	291 85	10½	194 00	10	161 95	8½	139 60							
John R. Ivey.....	1	35 10	8½	153 60	6½	134 75	10	194 20	9½	149 60	8½	156 60	10	155 65							
TOTAL	57½	\$979 70	56	\$1,148 50	42	\$1,051 45	58	\$1,467 95	53½	\$1,194 75	57	\$954 70	56	\$809 95							

COMPARATIVE TABLE—CONCLUDED.

NAMES OF CONDUCTORS.	MAY, 1868.			JUNE, 1868.			JULY, 1868.			AUGUST, 1868.			SEPTEMBER, 1868.			TOTAL OF EACH CONDUCTOR, AND GRAND TOTAL.		
	No. of Trips	Cash Collected.	No. of Trips	Cash Collected.	No. of Trips	Cash Collected.	No. of Trips	Cash Collected.	No. of Trips	Cash Collected.	No. of Trips	Cash Collected.	Total cash Received	Total No. of Trips	Average each trip.			
E. D. Browning.....	9½	159 85	9½	194 65	9	133 25	11	109 70	10	148 10	10	148 10	\$2,125 60	115	\$18 48			
J. C. Borden.....	10½	194 80	9	174 75	9	125 60	8½	90 60	7	135 65	108	135 65	2,268 70	108	21 00			
J. E. Leggett.....	10	177 45	9½	138 60	10	92 70	10	131 65	10	172 95	112	172 95	1,779 85	112	15 89			
A. H. Onts.....	10	162 0½	10	205 75	11	140 65	10	141 15	9	138 15	118½	138 15	2,114 95	118½	17 84			
Geo. Morrison.....	7½	236 55	9	122 75	10	103 65	9	138 75	10	151 35	110½	151 35	2,059 50	110½	18 63			
John R. Ivey.....	9½	157 10	9	108 65	9	126 80	8½	111 50	10	89 06	100	89 06	1,572 55	100	15 73			
TOTAL.....	57	\$1,087 80	56	\$945 15	58	\$723 65	57	\$723 35	56	\$835 20½	664	\$835 20½	\$11,921 15	664	.....			

W. M. POISSON, General Ticket Agent.

